

Table 2-3. Alternatives and Stations Considered in this Draft EIS/EIR

Stations	Alternatives				
	1	2	3	4	5
	Westwood/ UCLA Extension	Westwood/ VA Hospital Extension	Santa Monica Extension	Westwood/ VA Hospital Extension Plus West Hollywood Extension	Santa Monica Extension Plus West Hollywood Extension
Base Stations					
Wilshire/Crenshaw	•	•	•	•	•
Wilshire/La Brea	•	•	•	•	•
Wilshire/Fairfax	•	•	•	•	•
Wilshire/La Cienega	•	•	•	•	•
Wilshire/Rodeo	•	•	•	•	•
Century City (Santa Monica Blvd)	•	•	•	•	•
Westwood/UCLA (Off-street)	•	•	•	•	•
Westwood/VA Hospital		•	•	•	•
Wilshire/Bundy			•		•
Wilshire/26th			•		•
Wilshire/16th			•		•
Wilshire/4th			•		•
Hollywood/Highland				•	•
Santa Monica/La Brea				•	•
Santa Monica/Fairfax				•	•
Santa Monica/San Vicente				•	•
Beverly Center Area				•	•
Station Options					
1—No Wilshire/Crenshaw	•	•	•	•	•
2—Wilshire/Fairfax East	•	•	•	•	•
3—Wilshire/La Cienega (Transfer Station)	•	•	•	•	•
4—Century City (Constellation Blvd)	•	•	•	•	•
5—Westwood/UCLA (On-street)	•	•	•	•	•
6—Westwood/VA Hospital North		•	•	•	•

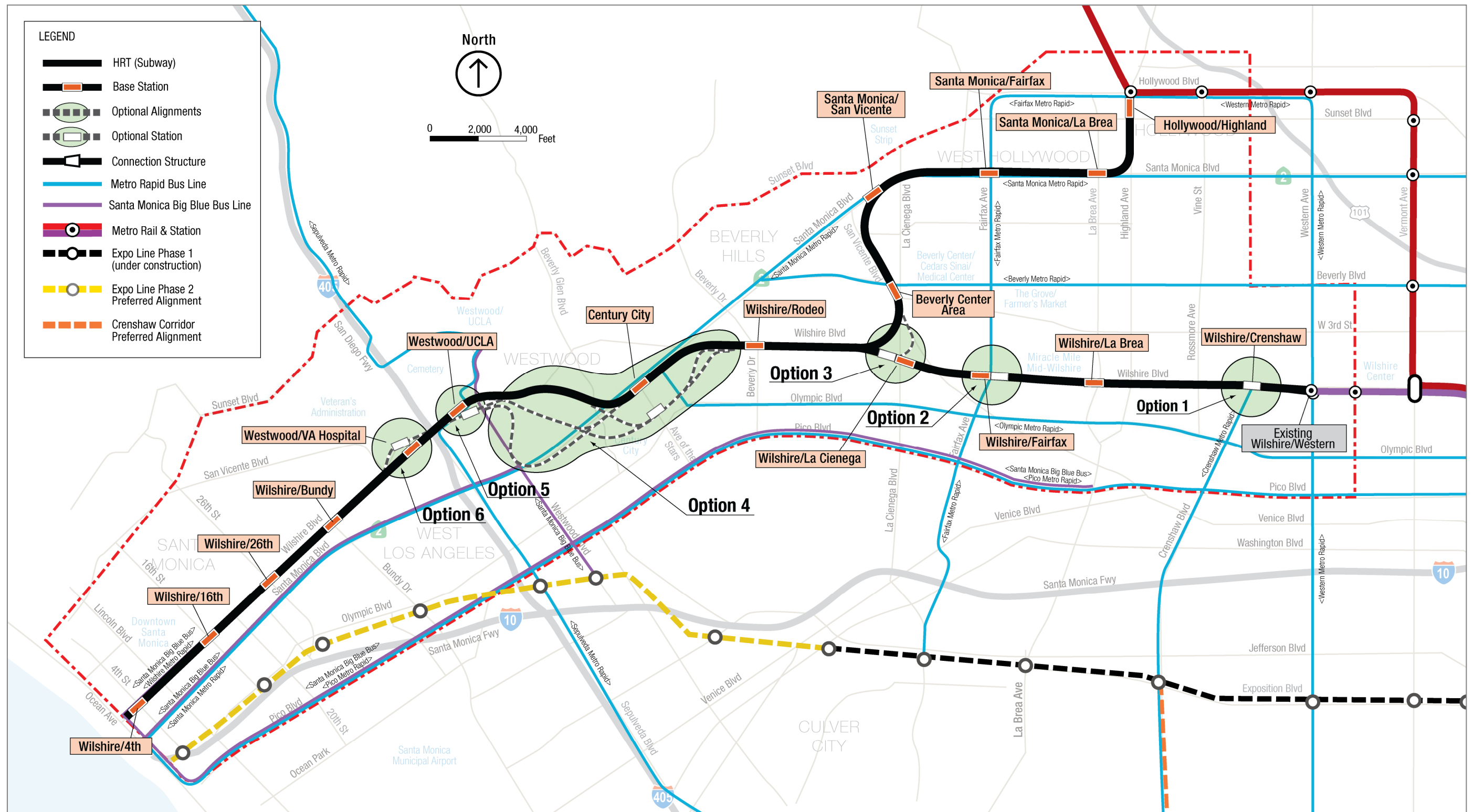


Figure 2-20. Station and Alignment Options

2.5.1 Option 1—Wilshire/Crenshaw Station Option

Base Station—Wilshire/Crenshaw Station

The base station straddles Crenshaw Boulevard, between Bronson Avenue and Lorraine Boulevard (Figure 2-21 and Figure 2-22). The potential station entrance and a potential construction site are on the southwest corner of Wilshire Boulevard and Crenshaw Boulevards on the Metro-owned property between Crenshaw and Lorraine Boulevards.

Scoping comments were divided on this station with some commentors expressing support for this station while others argued that it is not needed. This location is only one-half mile west of the Wilshire/Western Station in a relatively low density area that is not planned to grow in the future. Also Crenshaw Boulevard terminates at Wilshire Boulevard so there are less connectively opportunities than at other sites. For these reasons, an option has been provided that evaluates operating a project without a station at Wilshire Crenshaw.

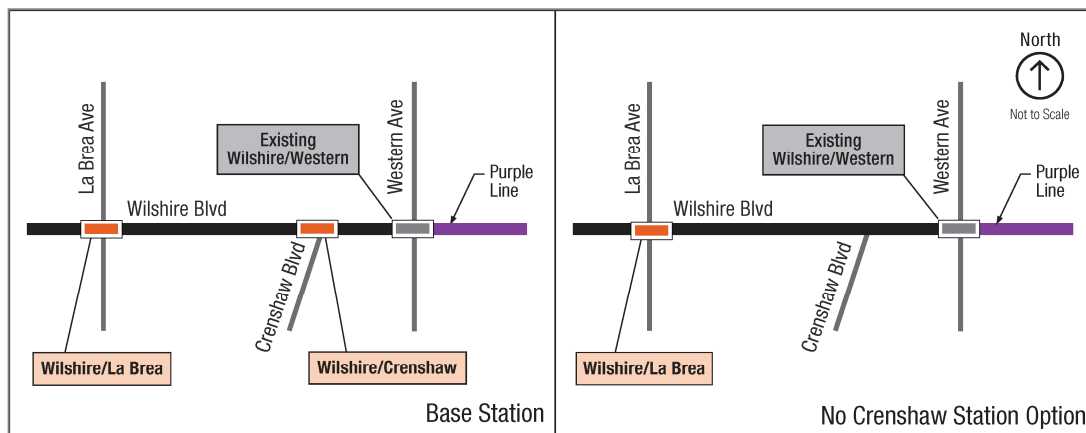


Figure 2-21. Option 1—No Wilshire/Crenshaw Station Option

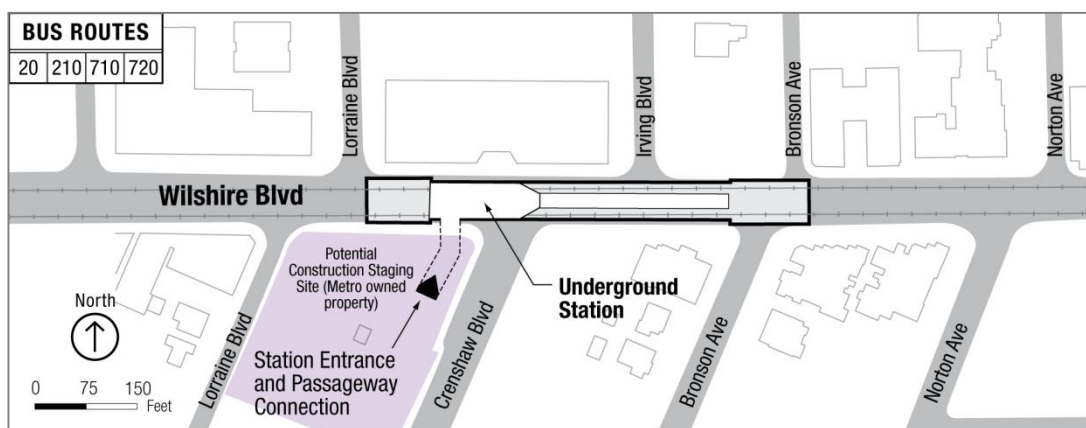


Figure 2-22. Wilshire/Crenshaw Station

Station Option—Remove Wilshire/Crenshaw Station

This alternate station option does not include the Wilshire/Crenshaw Station (Figure 2-21). If this option is selected, a vent shaft (required for tunnel segments longer than 6,000 feet between stations) would be constructed in this location, mid-way between Crenshaw Boulevard and Lorraine Boulevard (refer to Section 2.7.3 for details on vent shafts).

2.5.2 Option 2—Wilshire/Fairfax Station East Option

Base Station—Wilshire/Fairfax Station

As stated in Section 2.2.2, scoping alternatives showed a single station at Wilshire/Fairfax, west of Fairfax Avenue. This location was selected to move the station as far as possible from the gassy ground near the La Brea Tar Pits. Therefore, the base station is under the center of Wilshire Boulevard, immediately west of Fairfax Avenue (Figure 2-23 and Figure 2-24). A potential station entrance is located on the northeast corner of the Wilshire/Fairfax intersection on the Los Angeles County Museum of Art (LACMA) property within the former May Company Department Store and another potential station entrance is located on the northwest corner of the Wilshire/Fairfax intersection, west of the former Johnie’s Coffee Shop/Restaurant. Only one of these sites would be needed for this station.

Potential construction staging areas are proposed for the south side of Wilshire Boulevard in the block between Orange Grove Avenue and Ogden Drive, on the north side of Wilshire Boulevard west of Fairfax Avenue, and on the south side of Wilshire Boulevard just west of the high-rise building in the southwest corner. It is likely that only one of the three above sites would be needed for construction staging.

Tail tracks (for Minimum Operable Segment 1) and crossover tracks are located to the west of the station under Wilshire Boulevard, extending to McCarthy Vista and Crescent Heights Boulevard.

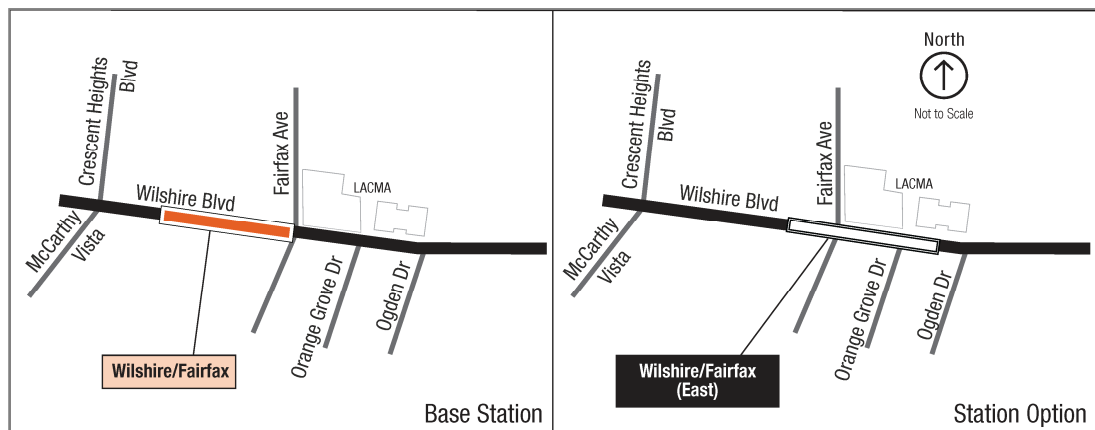


Figure 2-23. Option 2—Fairfax Station Option

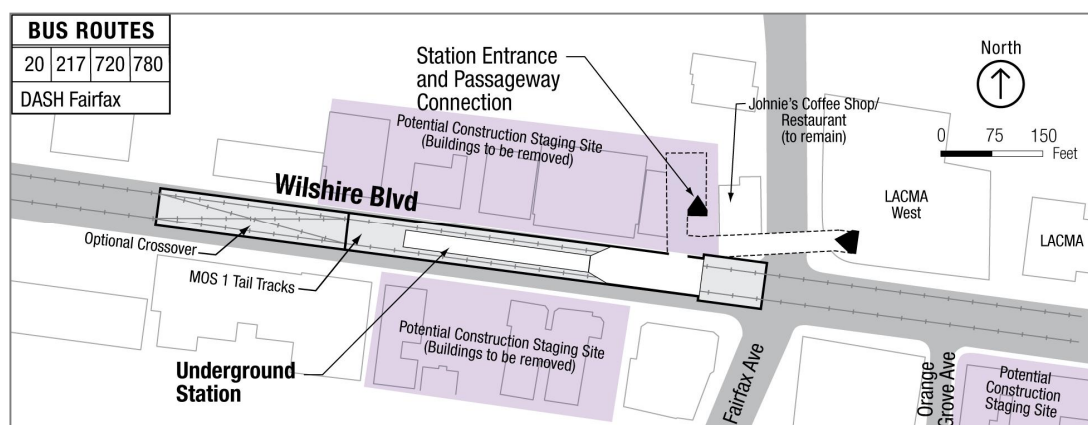


Figure 2-24. Wilshire/Fairfax Station

Station Option—Wilshire/Fairfax Station East Option

As discussed in Section 2.2.2 above, scoping comments stated that the station should more directly serve the LACMA and the Page Museum/Hancock Park facilities. In response to these comments, a second station, the Wilshire/Fairfax Station East option, was developed and included in this Draft EIS/EIR. This alternate station option would locate the Wilshire/Fairfax Station farther east, with the station underneath the Wilshire/Fairfax intersection (Figure 2-23 and Figure 2-25). The east end of the station box would be east of Orange Grove Avenue in front of LACMA, and the west end would be west of Fairfax Avenue. There are three potential station entrances: on the northeast corner of the Wilshire/Fairfax intersection on the LACMA property; on the northwest corner of the Wilshire/Fairfax intersection, west of Johnie's Coffee Shop; and on the southeast corner of Wilshire Boulevard and Orange Grove Avenue, across from LACMA.

Potential construction staging areas are proposed for the south side of Wilshire Boulevard in the block between Orange Grove Avenue and Ogden Drive, on the north side of Wilshire Boulevard west of Fairfax Avenue, and on the south side of Wilshire Boulevard just west of the high-rise building in the southwest corner. It is likely that only one of the three above sites would be needed for construction staging.

Tail tracks (for Minimum Operable Segment 1) and crossover tracks are located to the west of the station under Wilshire Boulevard, extending to the middle of the block between Fairfax Avenue and McCarthy Vista/Crescent Heights Boulevard.

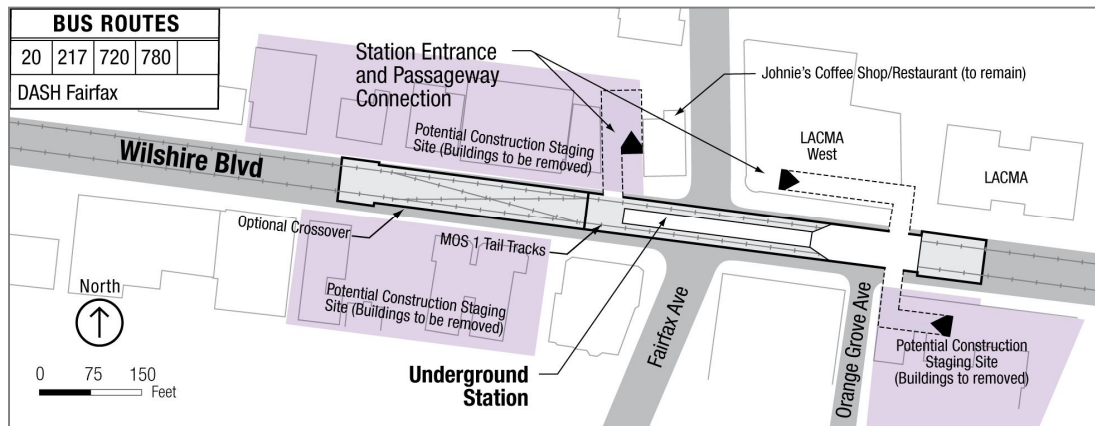


Figure 2-25. Wilshire/Fairfax Station East Station Option (Option 2)

2.5.3 Option 3—Wilshire/La Cienega Station Option

Base Station—Wilshire/La Cienega Station

The base station would be under the center of Wilshire Boulevard, immediately east of La Cienega Boulevard (Figure 2-26 and Figure 2-27). The station box would extend eastward to Gale Drive. There are two potential station entrances: on the southwest corner of Wilshire Boulevard and Hamilton Drive in front of the Flynt building and on the northeast corner of Wilshire and La Cienega Boulevards.

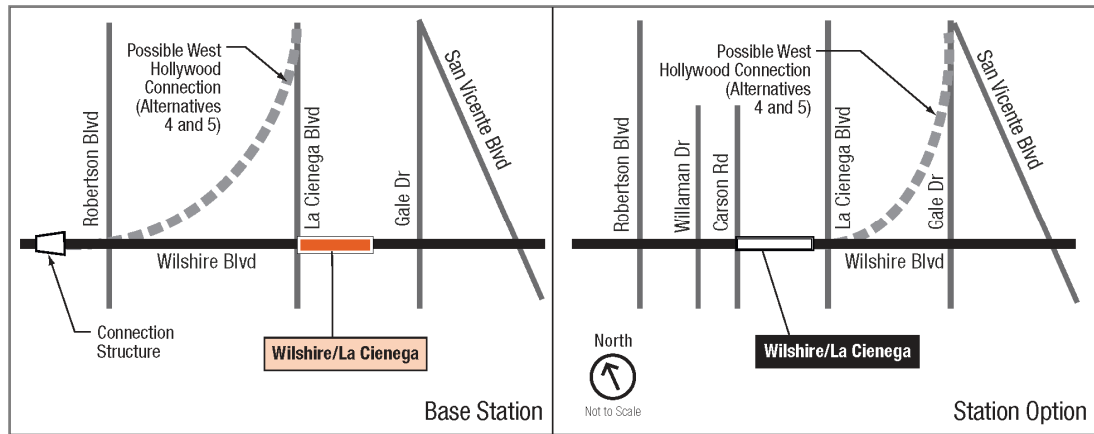


Figure 2-26. Option 3—La Cienega Station Option

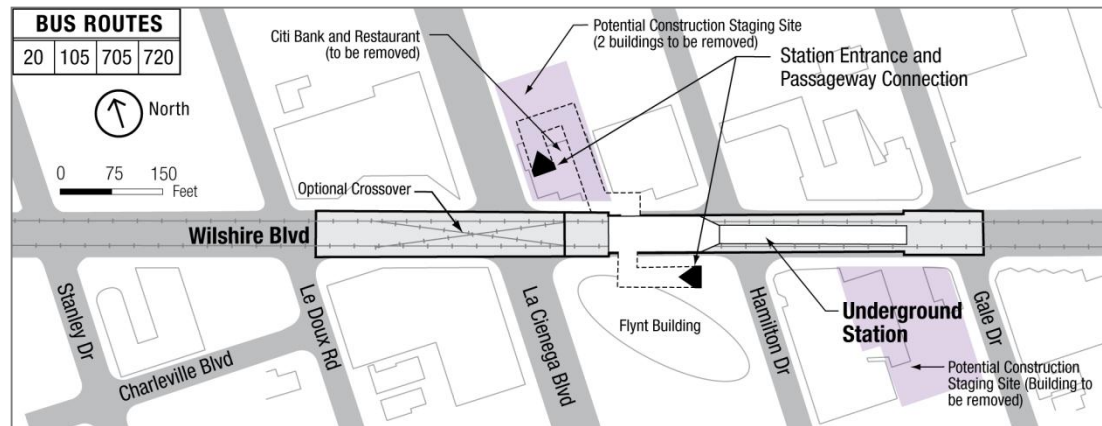


Figure 2-27. Wilshire/La Cienega Station

A direct passenger transfer between the Metro Purple Line and the potential future West Hollywood Line is not provided with this station. Instead, a separate track connection structure is proposed to the west near Robertson Boulevard as a means of providing a future connection to the West Hollywood Line.

The track connection structure is important because it allows for a future West Hollywood line; without it, there would be no ability to implement this line. Figure 2-26 shows that the alignment into the connection structure from the proposed West Hollywood branch (shown in the dashed grey line) would be west of La Cienega if the connection structure is built as part of the base station. If the La Cienega Station Option is selected (see description below), the West Hollywood branch would connect via an alignment east of La Cienega Boulevard. Optional crossover tracks are located to the west of the station between La Cienega Boulevard and Le Doux Road.

Potential construction sites are proposed for the southwest corner of the Wilshire Boulevard and Gale Drive intersection, and the northeast corner of the Wilshire Boulevard and La Cienega Boulevard intersection.

Different station locations were examined to respond to public comment and address different connections and transfers to a future West Hollywood alignment. As a result of public comment (discussed in more detail in Section 2.2.2), an option to the base station west of La Cienega Boulevard that would allow for transfers to the West Hollywood line was developed and included in this Draft EIS/EIR.

Station Option—Wilshire/La Cienega Station—West of La Cienega with Transfer

The alternate station option would be located west of La Cienega Boulevard, with the station box extending from the Wilshire/Le Doux Road intersection to just west of the Wilshire/Carson Road intersection (Figure 2-26 and Figure 2-28). There are two potential station entrances: on the northwest corner of the Wilshire/Le Doux Road intersection and on the northwest corner of the Wilshire/La Cienega intersection in front of the Cedars-Sinai Medical Group Building. The location of this station farther west of the Wilshire/La Cienega intersection allows for future transfers with the future West Hollywood branch alignment at this station.

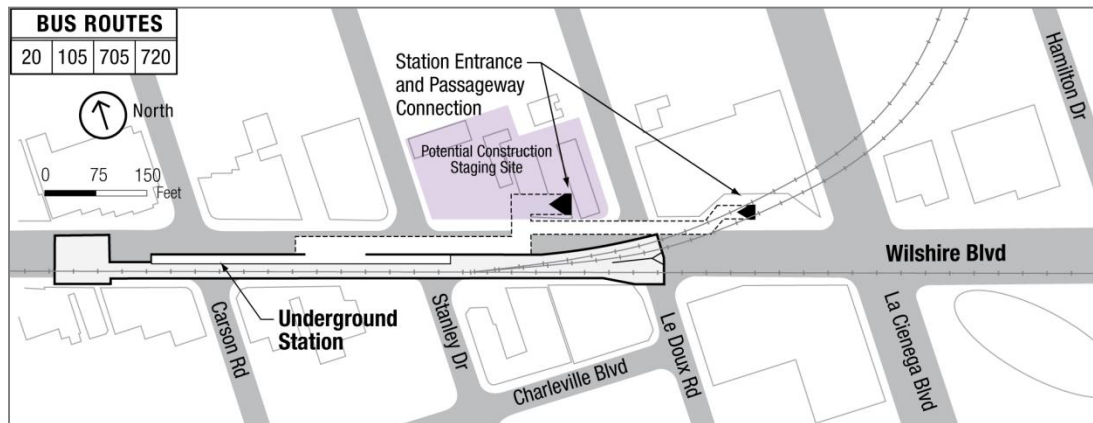


Figure 2-28. Wilshire/La Cienega Station with Transfer Station Option (Option 3)

This station would be a multi-level below-grade station with one directional track below the other and vertical circulation connecting the two. The station needs to be stacked to stay within the Wilshire Boulevard right-of-way and not extend below structures that front onto Wilshire Boulevard. A potential construction site is proposed for the north side of Wilshire Boulevard in the block between Le Doux Road and Stanley Drive.

The station option also contains an alignment option that would provide an alternate connection to the future West Hollywood Extension. This alignment portion of Option 3 is only applicable to Alternatives 4 and 5. The alignment for the West Hollywood Extension extends southeasterly from the Beverly Center Area Station under San Vicente Boulevard. Near 4th Street, the alignment begins to curve under Burton Way, under properties along the western edge of La Cienega Boulevard. At Colgate Avenue, the alignment turns southwesterly, crossing under Clifton Way, Le Doux Road, and Stanley Drive. West of Stanley Drive, the alignment curves westerly under Carson Road, Hamel Drive, and Arnaz Drive, and then connects with the alignment of Alternative 1 into the Wilshire/La Cienega Station with transfer.

2.5.4 Option 4—Century City Station and Segment Options

The Alternatives Analysis Study identified multiple sites for subway stations in Century City and Westwood and multiple connecting routes between the different stations (including different routes to access Century City from Beverly Hills). Section 2.2.2 discusses the various options that were considered during scoping for this Draft EIS/EIR. As a result, screening based on public comment, further conceptual design review, and screening against the goals to address the Purpose and Need, the options were reduced as follows:

- Century City Station Options (two station options)
- Beverly Hills to Century City Segment Options (three segment options)
- Century City to Westwood Segment Options (three segment options)
- Westwood/UCLA Station Options (two station options)

These station and segment options are shown in Figure 2-29. Only one station site in Century City and in Westwood/UCLA will be selected for implementation. Similarly, one segment option between Beverly Hills/Century City and between Century

Century City/Westwood will be constructed. This section discusses the station options in Century City and the connecting routes between Beverly Hills/Century City and Century City/Westwood. The station options in Westwood are described in Section 2.5.5.

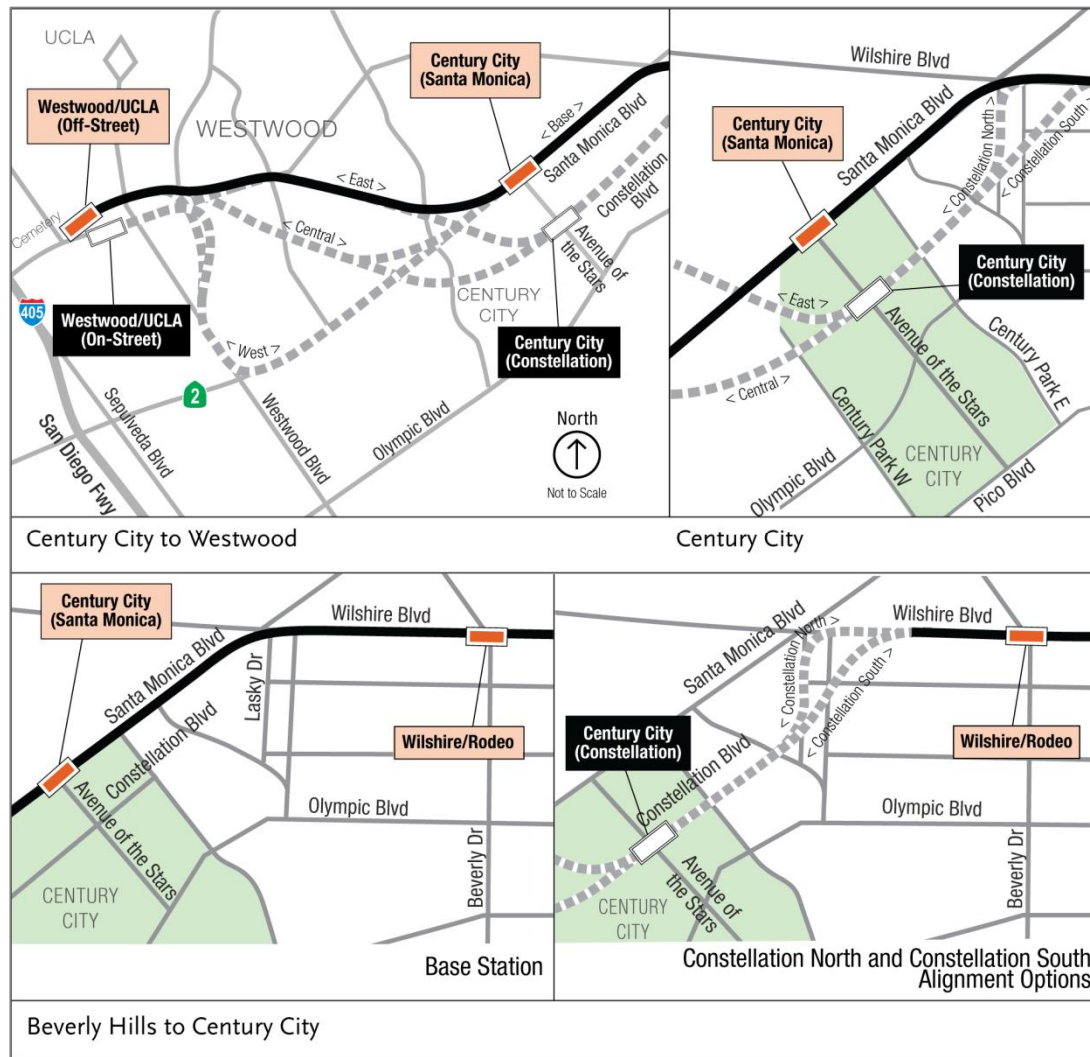


Figure 2-29. Century City Station and Segment Options

Century City Station Options

Base Station—Century City (Santa Monica Boulevard) Station

This station would be centered under Santa Monica Boulevard, with the station box centered on Avenue of the Stars (Figure 2-29 and Figure 2-30). The western end would extend to Club View Drive. There are two potential station entrances: on the southeast corner of Santa Monica Boulevard and Avenue of the Stars and on the southwest corner of Santa Monica Boulevard and Avenue of the Stars. It would also be possible to develop a secondary entrance in association with the Westfield Century City Shopping Center on the south side of Santa Monica Boulevard, mid-block between Avenue of the Stars and Century Park West.

Crossover tracks are located to the east of the station under Santa Monica Boulevard and east of Avenue of the Stars. Tail tracks (for Minimum Operable Segment 2) are located to the west of the station towards Club View Drive.

A potential construction site is proposed within the wide median of Santa Monica Boulevard, extending from Century Park East to Avenue of the Stars. The area is within public right-of-way and would require closing of the bus lane during construction.

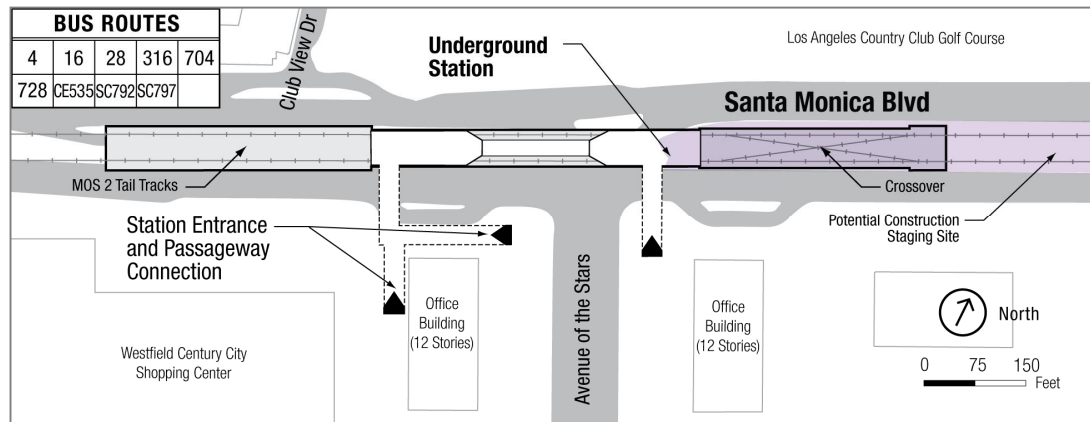


Figure 2-30. Century City Station—Santa Monica Boulevard

Station Option—Century City (Constellation Boulevard) Station

With this alternate station option, the Century City Station on Santa Monica Boulevard would be replaced with a station on Constellation Boulevard (Figure 2-29 and Figure 2-31). This station is under the center of Constellation Boulevard, straddling Avenue of the Stars and extending westward to east of MGM Drive. There are three potential primary station entrances: on the northeast, southeast, and southwest corners of Constellation Boulevard and Avenue of the Stars. A possible secondary entrance would be possible in association with the Westfield Century City Shopping Center on the north side of Constellation Boulevard, mid-block between Avenue of the Stars and Century Park West. It is anticipated that only one station entrance would initially be constructed as a part of the Project, but additional entrances would be possible in association with private development.

Crossover tracks are located to the east of the station under Constellation Boulevard and east of Avenue of the Stars. Tail tracks (for Minimum Operable Segment 2) are located to the west of the station towards MGM Drive.

Potential construction areas are proposed for a property on the east corner of the Constellation Blvd and Century Park East intersection and on the southeast corner of the Constellation Boulevard and Century Park West intersection in the bus layover area.

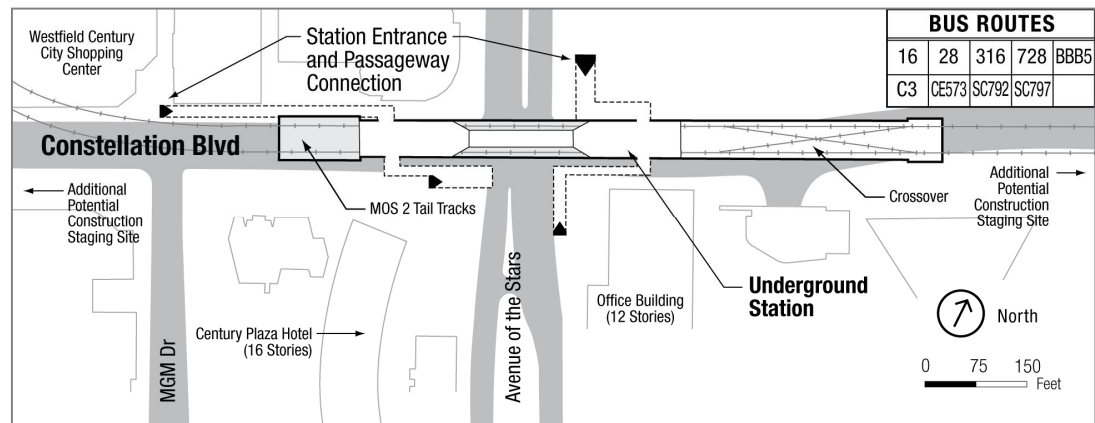


Figure 2-31. Century City Station—Constellation Boulevard Option (Option 4)

Beverly Hills to Century City Segment Options

Figure 2-32 shows the three segment options proposed to connect Beverly Hills to Century City: via Santa Monica Boulevard, via Constellation North, and via Constellation South. All three extend from the Wilshire/Rodeo Station to a Century City Station, either on Santa Monica Boulevard or Constellation Boulevard. Only one of these segments will be selected.

Base Segment—Santa Monica Boulevard

This alignment is considered the base segment. From the Wilshire/Rodeo Station, the Santa Monica Boulevard segment travels westerly, beneath Wilshire Boulevard, to the Wilshire Boulevard/Santa Monica Boulevard intersection, then curves southwesterly to Santa Monica Boulevard, and to the Century City Station on Santa Monica Boulevard.

Once another station in Century City (on Constellation Boulevard) was developed, routes were needed to connect Beverly Hills to this station option. Two segment options were developed in response to this need.

Segment Option—Constellation North

The Constellation North segment option begins at the Wilshire/Rodeo Station and travels west to near Linden Drive (Figure 2-32). At this juncture, this segment curves southwesterly at Linden Drive to Lasky Drive, and under Lasky Drive to just north of Young Drive. The segment option then turns southwesterly to under Constellation Boulevard and to the station on Constellation Boulevard at Avenue of the Stars.

Segment Option—Constellation South

The Constellation South segment option begins at the Wilshire/Rodeo Station and travels west to Bedford Drive (Figure 2-32). At this juncture, this segment curves to the southwest and travels directly southwest to Constellation Boulevard and into the optional station on Constellation Boulevard at Avenue of the Stars.

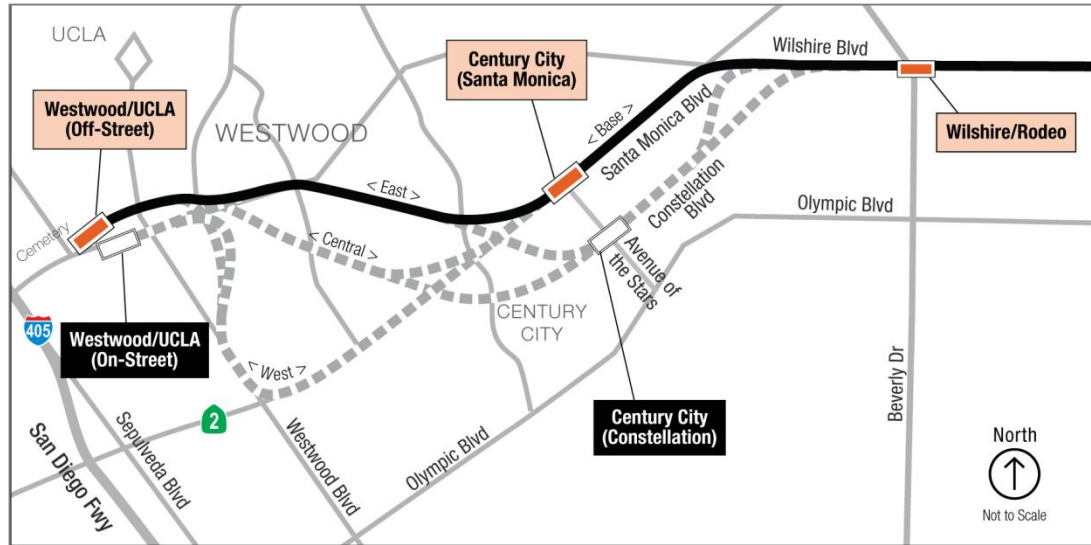


Figure 2-32. Beverly Hills to Century City Segment Options

Century City to Westwood Segment Options

As indicated in Section 2.2.2, numerous route options were considered for connecting the Century City and Westwood Stations. Following a review of scoping comments, more detailed engineering and environmental studies, and targeted stakeholder outreach, the numerous route options were narrowed to three general segments (Figure 2-33): East, Central, and West. Only one of these segments will be chosen.

As shown in Figure 2-33, each of these three segments would be accessed from both Century City Stations and both Westwood/UCLA Stations. The base segment is shown in the solid black line and the options are shown in the dashed grey lines.

Table 2-4 shows how each segment option connects to the Century City and Westwood/UCLA Stations. The general segment descriptions are provided below. Detailed engineering plans of each option can be found in the *Final Plan & Profile & Typical Section Drawings, Appendix A & B*.

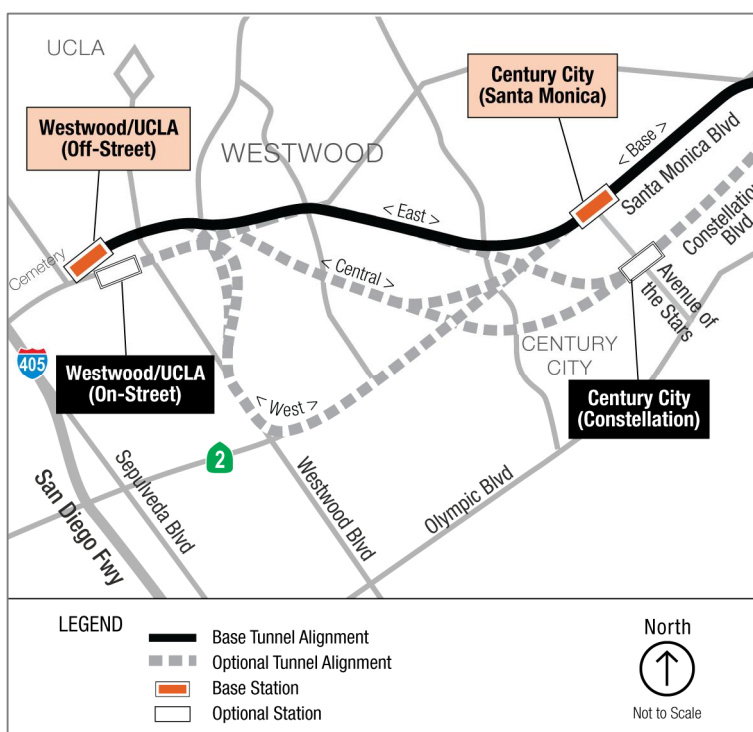


Figure 2-33. Beverly Hills to Century City Segment Options

Table 2-4. Century City to Westwood/UCLA Segment Options

Century City Station	Westwood/UCLA Station—Off Street			Westwood/UCLA Station—On Street		
	Via East Segment	Via Central Segment	Via West Segment	Via East Segment	Via Central Segment	Via West Segment
Santa Monica Boulevard						
Constellation Boulevard						

East Segment

This segment option is located to the far right in Figure 2-33. This is the base segment when combined with the Century City Station (Santa Monica Boulevard) and the Westwood/UCLA Station (Off Street). From the Century City Station (Santa Monica Boulevard), this segment is accessed by traveling west on Santa Monica Boulevard. The segment turns at Century Park West and continues northwesterly until Wilshire Boulevard, where it turns and connects into the Westwood/UCLA Station (Off Street) via Lindbrook Drive. The connection into the Westwood/UCLA Station (On Street) from either Century City Station is made by continuing westerly on Wilshire Boulevard to Westwood Boulevard.

From the Century City Station (Constellation Boulevard), the East Segment is accessed by turning northwesterly under the Westfield Mall and continuing northerly to connect into the segment as described above.



Central Segment

This segment option is the dashed grey line shown in the middle of Figure 2-33. From the Century City Station (Santa Monica Boulevard), this segment is accessed by continuing farther west past the East Segment, turning northwesterly near Beverly Glen Boulevard, crossing Wilshire Boulevard, and turning westerly at Lindbrook Drive to enter into the Westwood/UCLA Station (Off Street).

From the Century City Station (Constellation Boulevard), this segment is accessed by continuing farther west past the East Segment, turning northwesterly, crossing Santa Monica Boulevard, and connecting with the Middle Segment described above to enter into the Westwood/UCLA Station (Off Street).

To enter into the Westwood/UCLA Station (On Street) from either Century City Station, the Middle Segment as described above for each Century City Station is followed to Wilshire Boulevard. At Wilshire Boulevard, the Westwood/UCLA Station (On Street) is accessed by continuing west on Wilshire Boulevard to Westwood Boulevard.

West Segment

This segment option is the dashed grey line shown to the far left in Figure 2-33. From the Century City Station (Santa Monica Boulevard), this segment is accessed by traveling farther west past both the East and Middle Segments along Santa Monica Boulevard to Westwood Boulevard. At Westwood Boulevard, the segment travels north, then curves slightly to the east mid-way between Santa Monica and Wilshire Boulevards to be able to curve westerly into either Westwood/UCLA Station. To access the Westwood/UCLA Station (Off Street), this segment crosses Wilshire Boulevard and connects into the other two segment options near Lindbrook Drive and to enter this station.

From the Century City Station (Constellation Boulevard), this segment travels along the same route as the Middle Segment until just south of Santa Monica Boulevard, where it turns westerly under Santa Monica Boulevard and connects into the West Segment described above. The connection into either Westwood/UCLA Station is the same as described above.

2.5.5 Option 5—Westwood/UCLA Station Options

As indicated in Section 2.2.2, several station locations were considered in Westwood. As a result of screening based on public comment, further conceptual design review, and screening against the goals to address the Purpose and Need, two station options were developed and included in this Draft EIS/EIR.

Base Station—Westwood/UCLA Station—Off Street

The base station is the Westwood/UCLA Station—Off Street (Figure 2-34 and Figure 2-35). The west end of the station box would be at the corner of Veteran Avenue and Wilshire Boulevard; the east end would be on the east end of the UCLA Lot 36 (bordered by Veteran, Kinross, and Gayley Avenues and Wilshire Boulevard). The four potential station entrances are on the northwest corner of the Wilshire/Gayley intersection, on the southeast corner of the Wilshire/Veteran intersection, on the north end of Lot 36 near Kinross Avenue, and on the eastern end of Lot 36 near Lindbrook Drive. Tail tracks would be located on the west side of the I-405 Freeway. A potential construction site is proposed for Lot 36. Because of the high ridership expected at this station, it is possible that two primary entrances would be provided at this station.

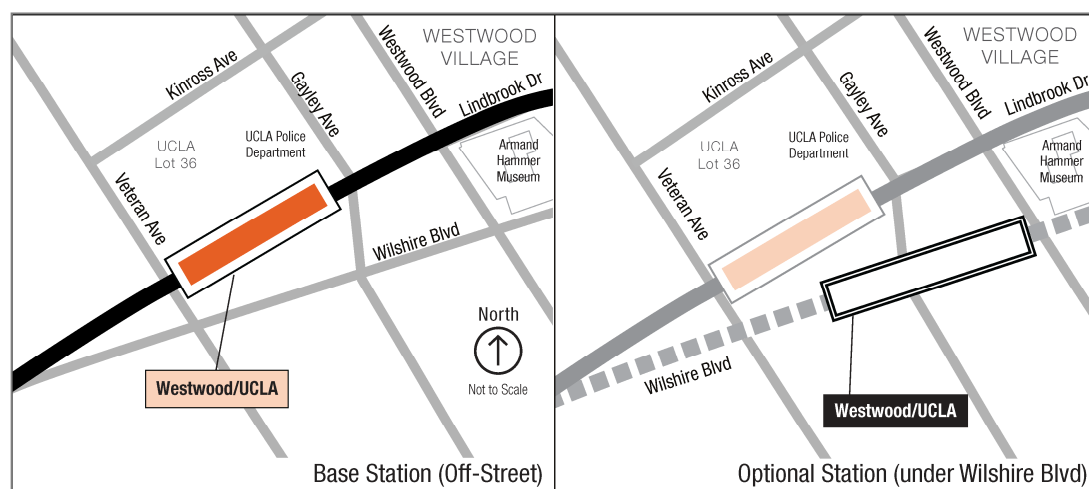


Figure 2-34. Option 5—Westwood/UCLA Station Options

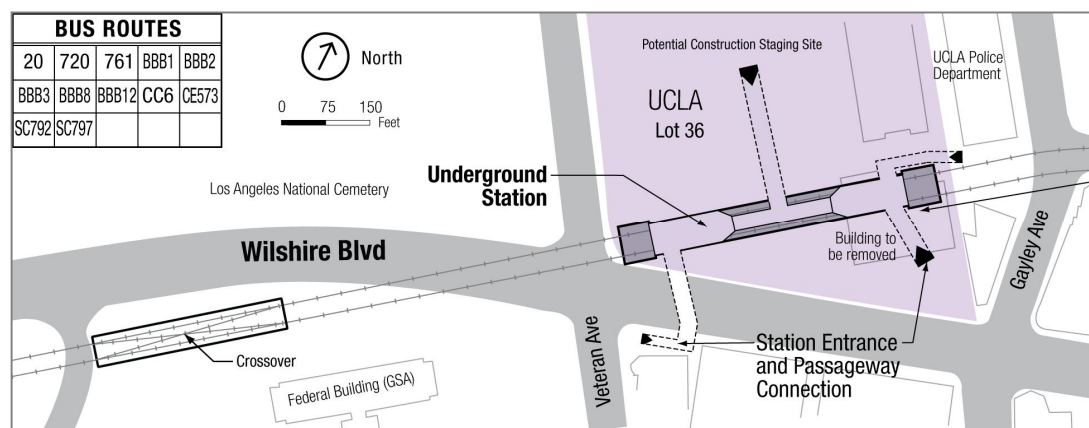


Figure 2-35. Westwood/UCLA Station—Off Street

Station Option—Westwood/UCLA Station—On Street

This alternate station option would be under the center of Wilshire Boulevard, immediately west of Westwood Boulevard (Figure 2-34 and Figure 2-36). The station box would extend westward past Gayley Avenue, midway between Gayley and Veteran



Avenues. The five potential station entrances are on the northwest corner of the Wilshire/Gayley intersection near Lot 36; on sidewalks on the northwest, southwest, and southeast corners of the Wilshire/ Westwood intersection; and on the southeast corner of the Wilshire/Midvale intersection.

A double crossover is located west of the station west of Gayley Avenue and under Wilshire Boulevard. Tail tracks (for Alternative 1) would be located on the west side of the I-405 Freeway. A potential construction site is proposed for Lot 36.

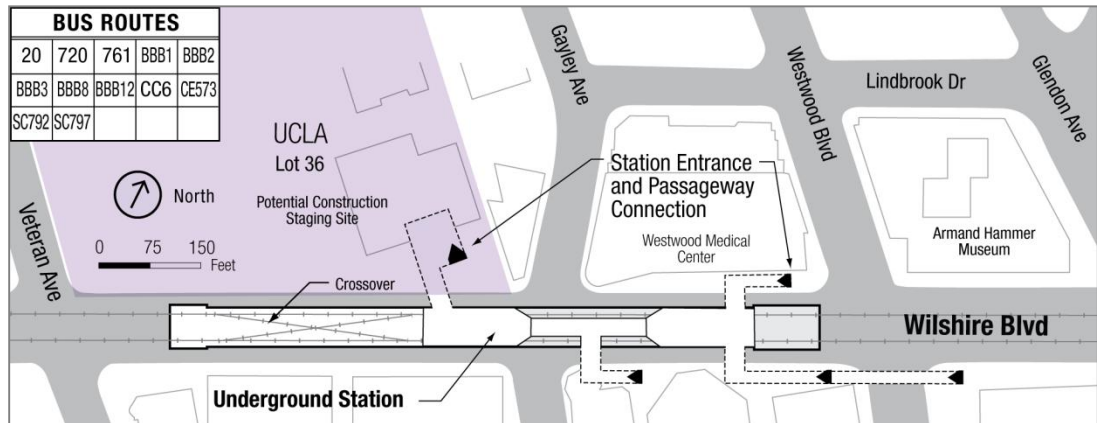


Figure 2-36. Westwood/UCLA Station—On Street Option (Option 5)

2.5.6 Option 6—Westwood/VA Hospital Station Option

Base Station—Westwood/VA Hospital

The base station would be below the VA Hospital parking lot in between the I-405 exit ramp and Bonsall Avenue (Figure 2-37) on the south side of Wilshire Boulevard. A potential construction site is proposed on the parking lot on both sides of the station box. Coordination with the California Department of Transportation (Caltrans) would be required for construction in the I-405 right-of-way and under the on and off-ramps at Wilshire Boulevard.

Tail tracks (for Alternatives 2 and 4) and a vent shaft would be located west of the Westwood/VA Hospital Station on the Army Reserve property at Federal Avenue and Wilshire Boulevard.

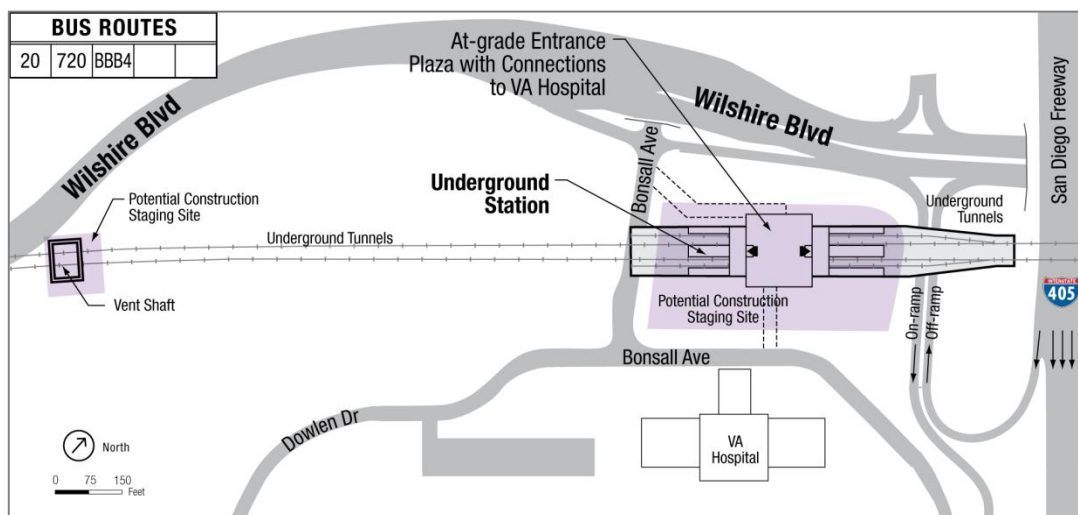


Figure 2-37. Westwood/VA Hospital Station

Station Option—Westwood/VA Hospital—North of Wilshire

This alternate station option would locate the Westwood/VA Hospital Station on the north side of Wilshire Boulevard. The end of the station box would be just west of Bonsall Avenue (Figure 2-38 and Figure 2-39).

To access the Westwood/VA Hospital Station North, the alignment would travel a slightly different route than that to access the base Westwood/VA Hospital Station. The Alternative 2, 3, 4 and 5 alignments would extend westerly from the Westwood/UCLA Station under UCLA Lot 36, under Veteran Avenue, under the Federal Building property, the I-405 Freeway, and under the Veterans Administration property just east of Bonsall Avenue.

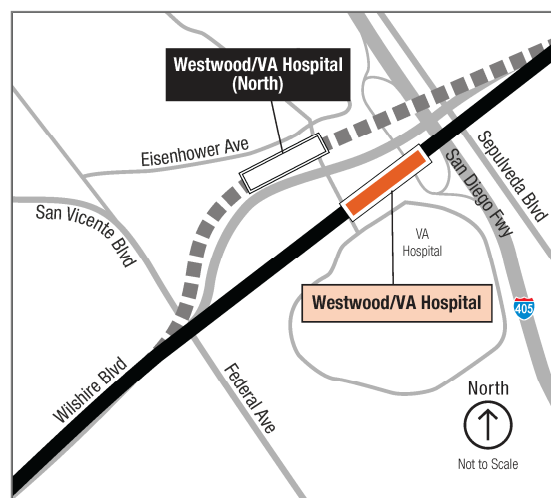


Figure 2-38. Option 6—Westwood/VA Station

A potential construction site is proposed in the parking lot on the north side of the station box, between the historic chapel and the Wadsworth Theater.

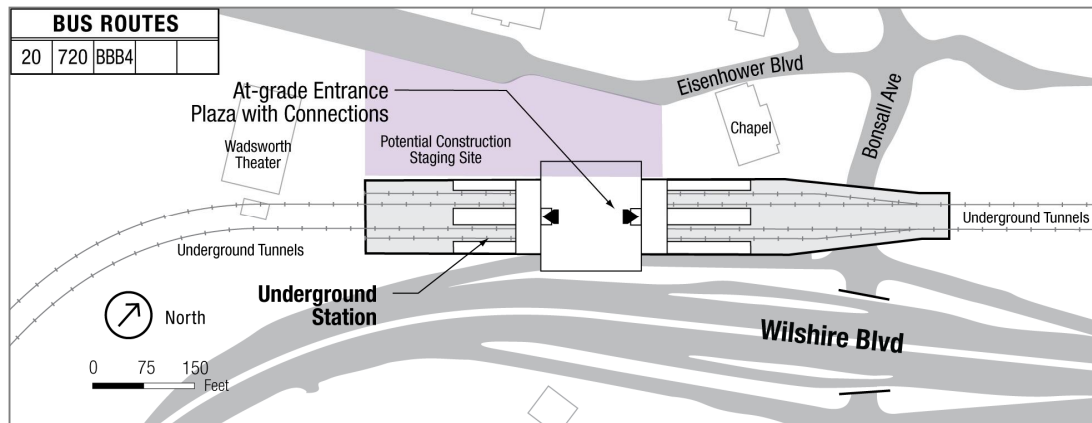


Figure 2-39. Westwood/VA Hospital Station—North of Wilshire Station Option (Option 6)

2.6 Base Stations

The base stations for the alternatives are described below in Section 2.6.2. Section 2.6.1 provides an overview of the basic components of the stations.

2.6.1 HRT Stations

The HRT stations serve as the gateway to the transit system for the user. Station entrances (or portals) give identity to a place and provide access to important destinations. Locations for stations and station entrances (or portals) were developed, considering land use, engineering and environmental constraints as well as linkages to existing transit, bicycles and pedestrian access, employment and activity centers, and neighborhoods. As a result of these considerations, station portal sizes vary from station to station.

HRT stations consist of a station “box,” or area in which the basic components are located (Figure 2-40). The station box would be accessed from street-level entrances by

stairs, escalators, and elevators that would bring patrons to a mezzanine level where the ticketing functions are located. Three entrance types would be used for stations: plazas with covered entries, entries integrated with existing buildings, and entries incorporated into future joint developments.

Three types of mezzanines are proposed: center mezzanine, single-ended mezzanine, or double-ended mezzanine (Figure 2-41 through Figure 2-44).



Figure 2-40: Existing Metro HRT Train and Station

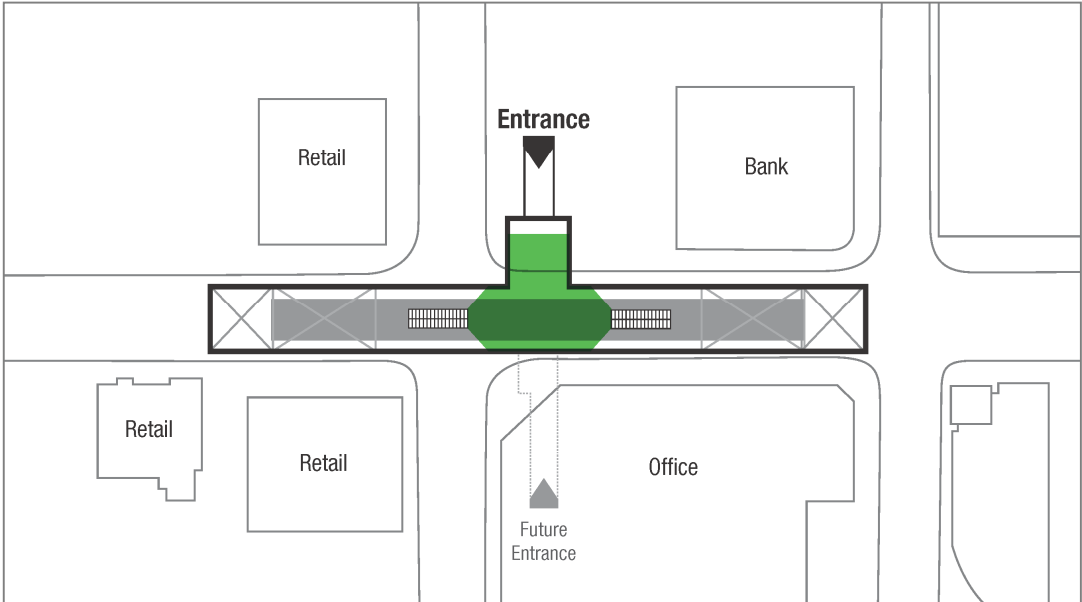


Figure 2-41. Prototypical Center Mezzanine

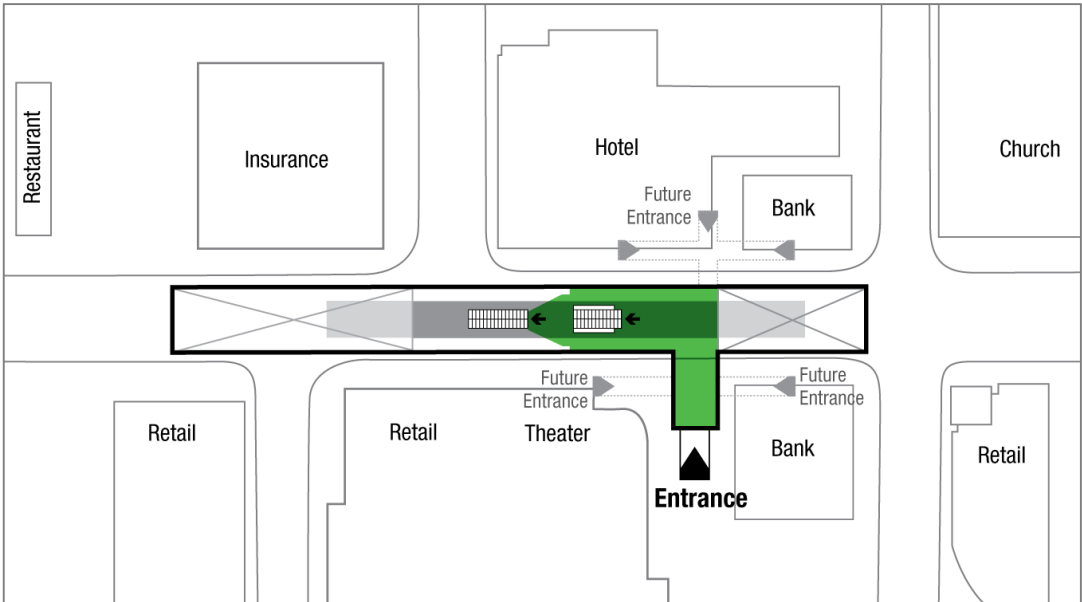


Figure 2-42. Prototypical Single-Ended Mezzanine

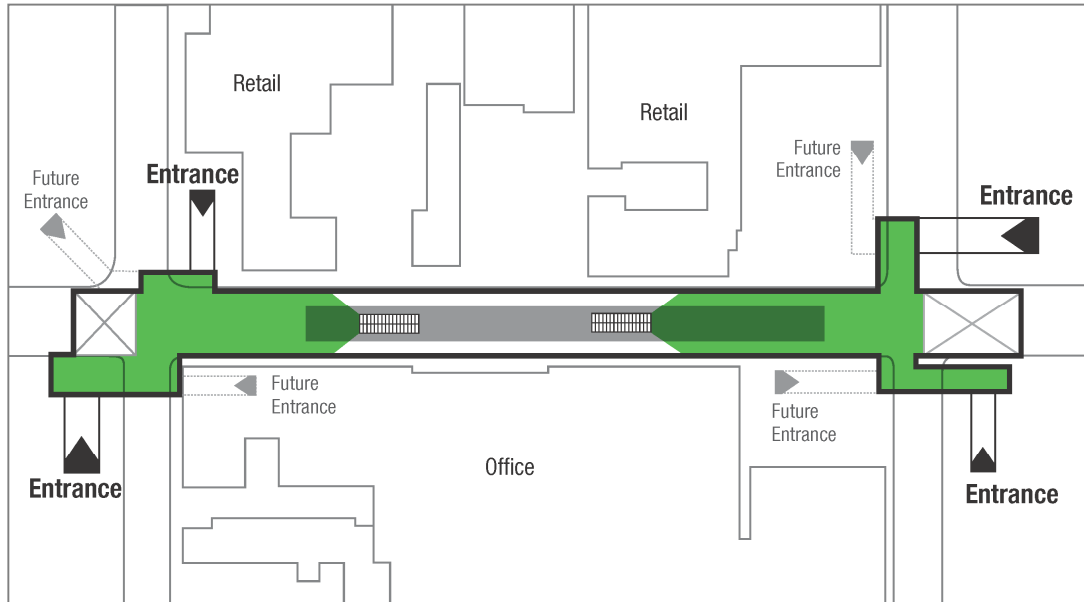


Figure 2-43. Prototypical Double-Ended Mezzanine

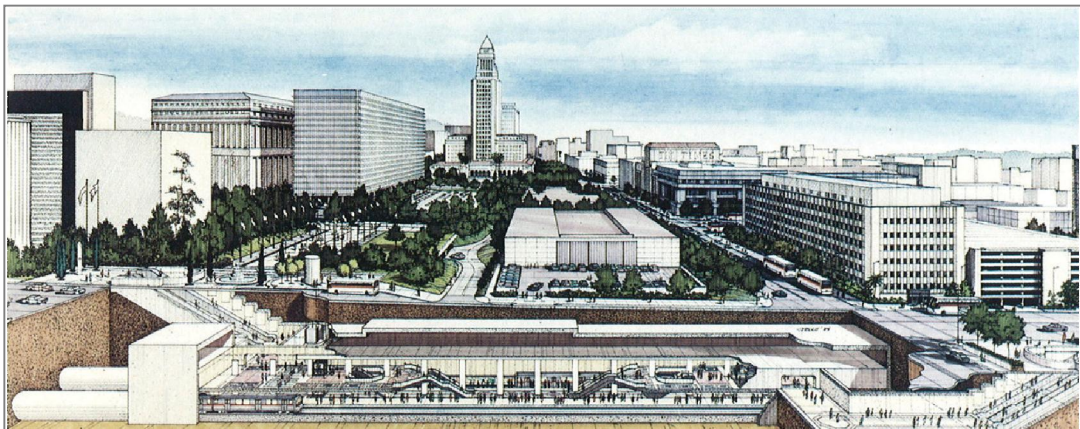


Figure 2-44. Double-ended Mezzanine

The 450-foot platforms would be one level below the mezzanine level and would allow level boarding (the train car floor is at the same level as the platform) for full accessibility. Stations would consist of a center or side platform. Each station would be equipped with under-platform exhaust shafts, over-track exhaust shafts, blast relief shafts, and fresh air intakes. Stations and station entrances would comply with the *Americans with Disabilities Act of 1990* (ADA), Title 24 of the California Code of Regulations (CCR), the California Building Code, and the Department of Transportation Subpart C of Section 49 CFR Part 37.

Platforms would be well-lighted and include seating, trash receptacles, artwork, signage, safety and security equipment (closed-circuit television, public announcement system, passenger assistance telephones), and a transit passenger information system to provide real-time information. The fare collection area would include ticket vending machines, fare gates, and information map cases.

2.6.2 Base Stations

The following stations did not have optional sites and are, therefore, presented here as the base stations.

The station diagrams following the station descriptions show the special trackwork such as crossovers and trail tracks and major construction staging areas that are necessary for construction of the station box. Additional detail on special trackwork may be found in Section 2.7.4 Trackwork Options. Each individual entrance will also require construction space. However, the locations for these construction areas are not indicated on the maps (refer to the *Final Plan & Profile & Typical Section Drawings, Appendix A&B* for all of these construction staging locations). More than one potential construction staging site is shown for each station in some cases; however, only one would be selected.

For all Build Alternatives, a potential construction staging area at the existing Metro Wilshire/Western Station will be required to store materials and equipment and conduct preparatory work for construction. This area is proposed just west of the existing station, south of Wilshire Boulevard in the block between Western Avenue and St. Andrews Place.

Wilshire/La Brea Station

This station is between La Brea and Cloverdale Avenues (Figure 2-45). Three potential station entrances (or portals) have been identified: on the northwest corner of the Wilshire/La Brea intersection on Metro-owned property, on the southwest corner of the Wilshire/La Brea intersection, and on the southeast corner of the Wilshire/La Brea intersection.

Crossover tracks are located to the west of the station under Wilshire Boulevard between Cloverdale and Cocharan Avenues.

Potential construction sites are proposed for the north (on Metro-owned property) and south sides of Wilshire Boulevard between La Brea Avenue and Detroit Street.

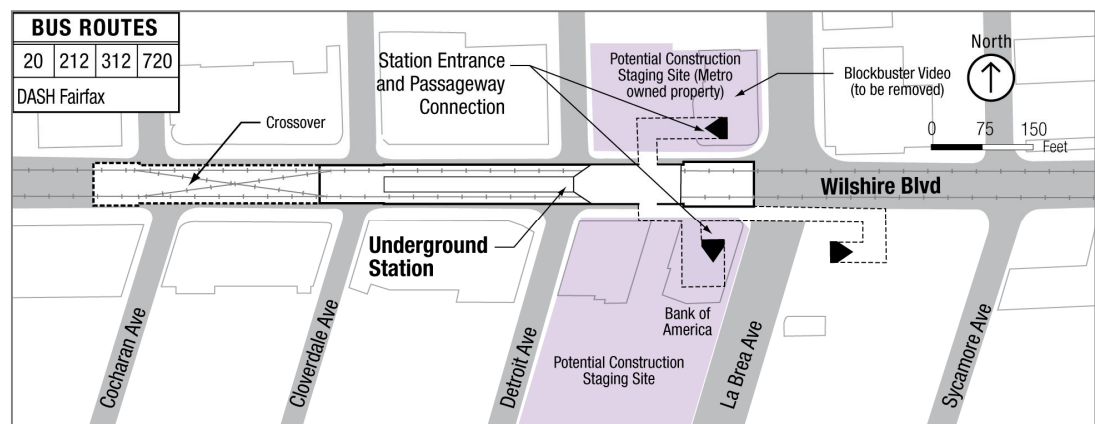


Figure 2-45. Wilshire/La Brea Station

Wilshire/Rodeo Station

This station would be under the center of Wilshire Boulevard, beginning just west of South Canon Drive and extending to El Camino Drive (Figure 2-46). The five potential station entrances are on the northwest corner of the Wilshire/Canon intersection, on the northeast corner of the Wilshire/Beverly intersection (within the Sterling Plaza Building), on the northwest corner of the Wilshire/Beverly intersection (within the Bank of America Building), on the southwest corner of the Wilshire/Reeves intersection, and on the southeast corner of the Wilshire/El Camino intersection.

Potential construction sites are proposed for the property on the southwest corner of the Wilshire/Reeves intersection (within the Ace Gallery site) and on the southeast corner of the Wilshire/El Camino intersection within the one-story podium and parking structure of the Union Bank Tower. Pocket tracks are located under Wilshire Boulevard to the west of the station, extending past Canon Drive.

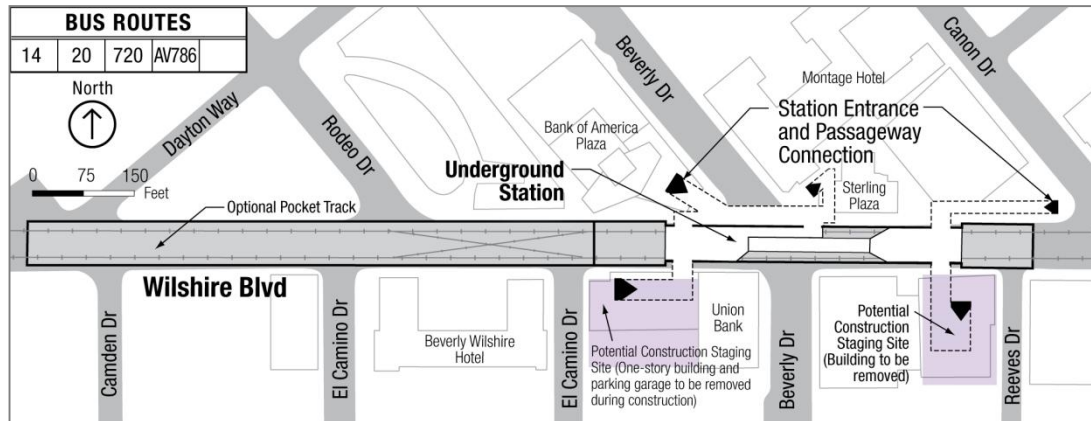


Figure 2-46. Wilshire/Rodeo Station

Wilshire/Bundy Station

This station would be under Wilshire Boulevard, east of Bundy Drive, extending just east of Saltair Avenue (Figure 2-47). The two potential station entrances are on the northeast corner of the Wilshire/Bundy intersection and on the southeast corner of the Wilshire/Bundy intersection. Potential construction sites are proposed for the southeast and northeast corners of Wilshire Boulevard and Bundy Drive.

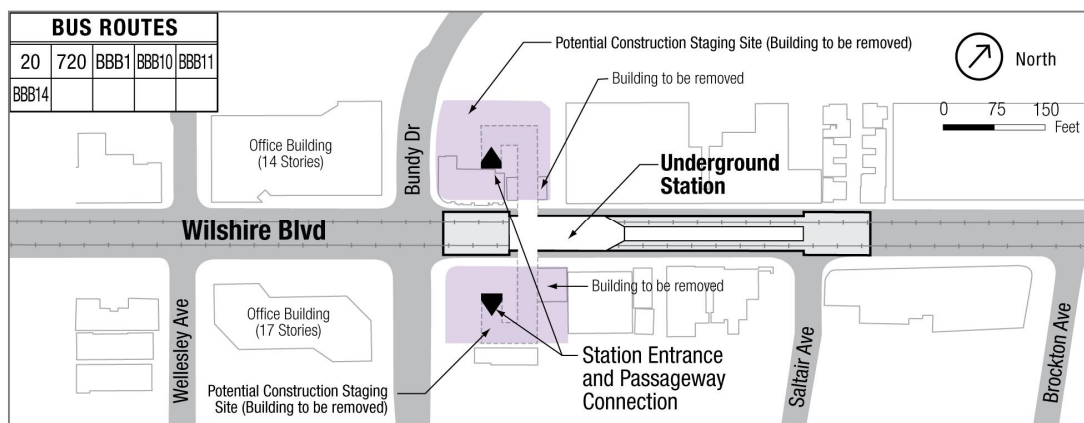


Figure 2-47. Wilshire/Bundy Station

Wilshire/26th Station

This station would be under Wilshire Boulevard, with the eastern end east of 26th Street and the western end west of 25th Street, midway between 25th Street and Chelsea Avenue (Figure 2-48). The two potential station entrances are on the northeast corner of the Wilshire/26th Street intersection and on the northwest corner of the Wilshire/26th Street intersection. Crossover tracks are located under Wilshire Boulevard between 26th and Princeton Streets. Potential construction sites are proposed for the northeast and northwest corners of Wilshire Boulevard and 26th Street.

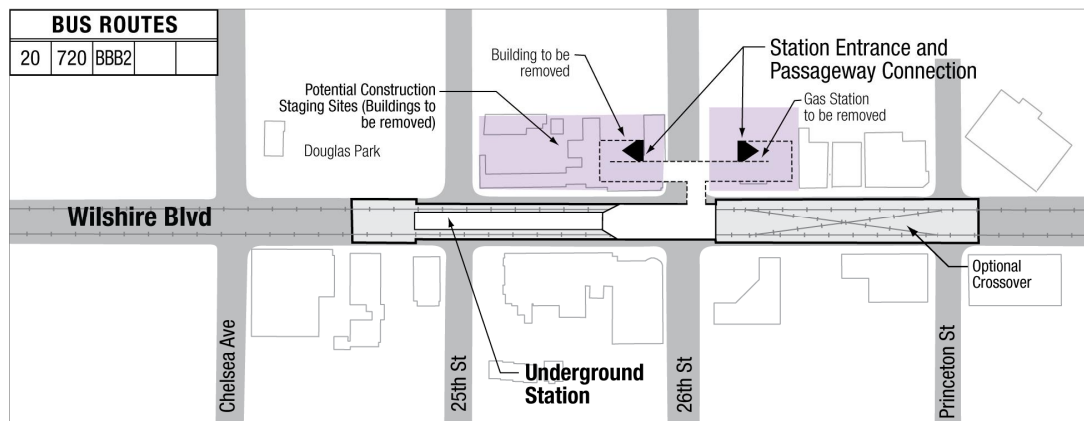


Figure 2-48. Wilshire/26th Station

Wilshire/16th Station

This station would be under Wilshire Boulevard with the eastern end just west of 16th Street and the western end west of 15th Street (Figure 2-49). The three potential station entrances are on the northwest corner of the Wilshire/15th Street intersection, on the northeast corner of the Wilshire/15th Street intersection, and on the south side of Wilshire Boulevard, mid-block between 15th and 16th Streets at the Santa Monica-UCLA Medical Center. Potential construction sites are proposed for the northeast and northwest corners of the Wilshire Boulevard and 15th Street intersection.

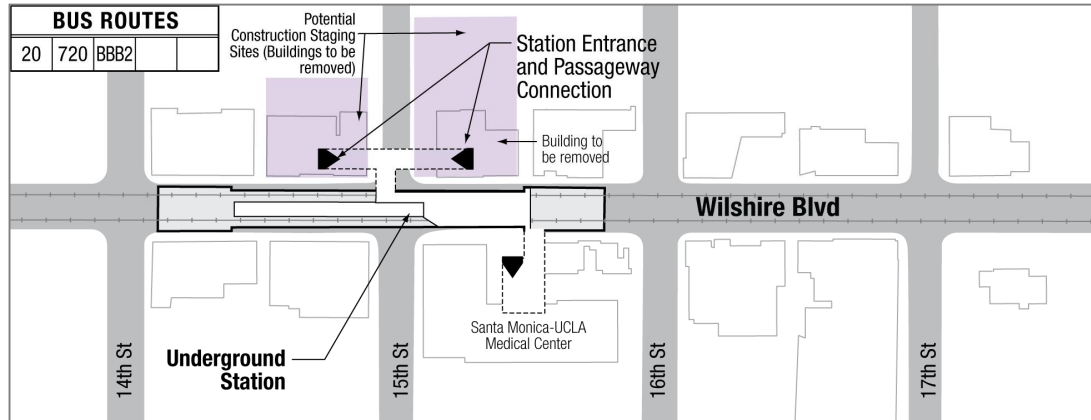


Figure 2-49. Wilshire/16th Station

Wilshire/4th Station

This station would be under Wilshire Boulevard (Figure 2-50). The two potential station entrances are on the northeast corner of the Wilshire/4th Street intersection and on the southeast corner of the Wilshire/4th Street intersection. Tail tracks extend west of the station under Wilshire Boulevard between 4th Street and Ocean Avenue. Crossover tracks are located east of the station under Wilshire Boulevard, extending past 6th Street. A potential construction site is proposed for the southeast corner of Wilshire Boulevard and 4th Street.

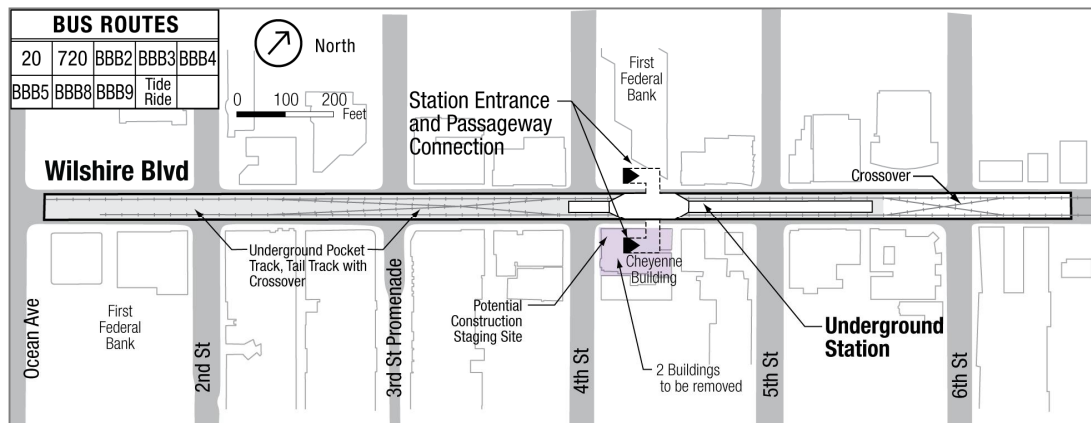


Figure 2-50. Wilshire/4th Station

Hollywood/Highland Station

This station is located under Highland Avenue and provides a transfer option to the existing Metro Red Line Hollywood/Highland Station under Hollywood Boulevard (Figure 2-51). The station box would be constructed shallow enough so as to not preclude a future extension through the existing Hollywood/Highland Station to the north. In addition to the existing Metro entrance on the north side of Hollywood Boulevard west of Highland Avenue, three potential station entrances are under consideration on the northeast corner of Highland Avenue and Selma Avenue and on the northwest corner of Highland Avenue and Hawthorn Avenue.

An entrance to the Hollywood/Highland Station at the existing McDonald's property (on the southeast corner of Hollywood Boulevard and Highland Avenue) is designated as a secondary entrance because site constraints potentially prohibit the inclusion of needed entrance elements for a primary entrance that requires two escalators and stairs for passenger circulation from the street level to the mezzanine level, as well as space for passenger movement at each level and for ancillary equipment. On this parcel, space is limited for queuing and run-off at the street level from the sidewalk to the entrance and at the mezzanine level where the entrance would face the outside wall of the existing underground station box on Hollywood Boulevard. Space is also limited due to the depth of the property from the sidewalk and the vertical distance to the mezzanine. Space is insufficient for the placement of fare collection equipment and fare gates at the top or bottom of the entrance within the property footprint. The constraints of the site make the inclusion of all of the ancillary space needed as part of an entrance structure impractical and selection of this entrance may require additional property to accommodate all the needs of a primary entrance.

Crossover tracks and pocket tracks are located south of the station under Highland Avenue, extending south of Selma Avenue. Potential construction sites are proposed on the property on the east side of Highland Avenue in the block between Selma Place and Hawthorn Avenue, and on the west side of Highland Avenue in the block north of Hawthorn Avenue.

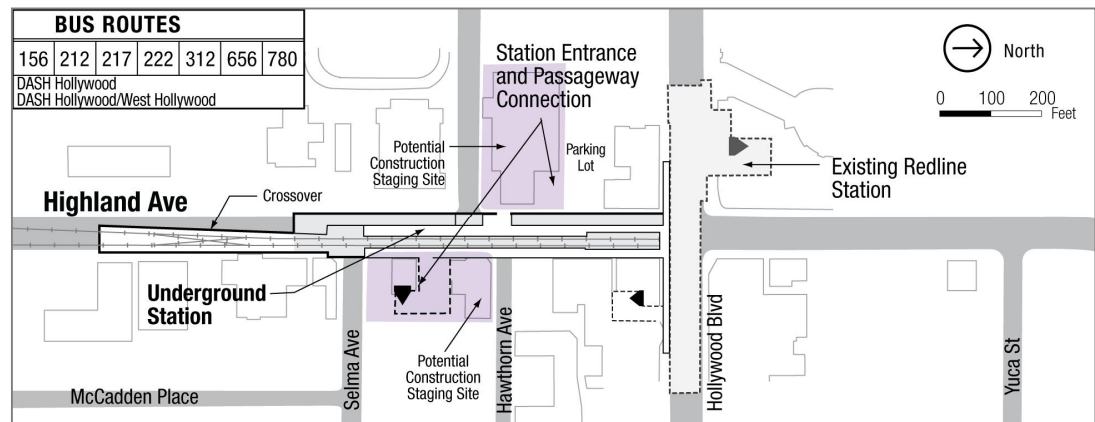


Figure 2-51. Hollywood/Highland Station

Santa Monica/La Brea Station

This station would be under Santa Monica Boulevard, just west of La Brea Avenue, and would extend westward to the center of the Santa Monica Boulevard/Formosa Avenue intersection (Figure 2-52). The four potential station entrances are on the northwest corner of the Santa Monica/La Brea intersection, and on the northeast, southeast, and southwest corners of the Santa Monica/La Brea intersection, the latter in the Gateway development. A potential construction site is proposed for the northwest corner of Santa Monica Boulevard and La Brea Avenue.

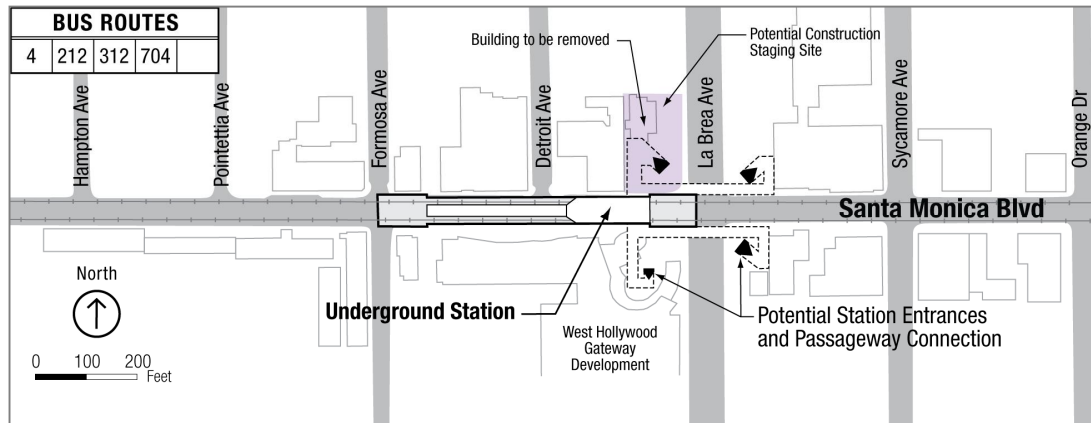


Figure 2-52. Santa Monica/La Brea Station

Santa Monica/Fairfax Station

This station is under Santa Monica Boulevard and extends from just east of Fairfax Avenue on the west to just east of Ogden Drive on the east (Figure 2-53). The three potential station entrances are on the northeast corner of the Santa Monica/Fairfax intersection; on the southeast corner of Santa Monica Boulevard and Ogden Drive; and on the southeast corner of the Santa Monica/Fairfax intersection. Potential construction sites are proposed for the property on the north side and south side of Santa Monica Boulevard between Orange Grove and Fairfax Avenues.

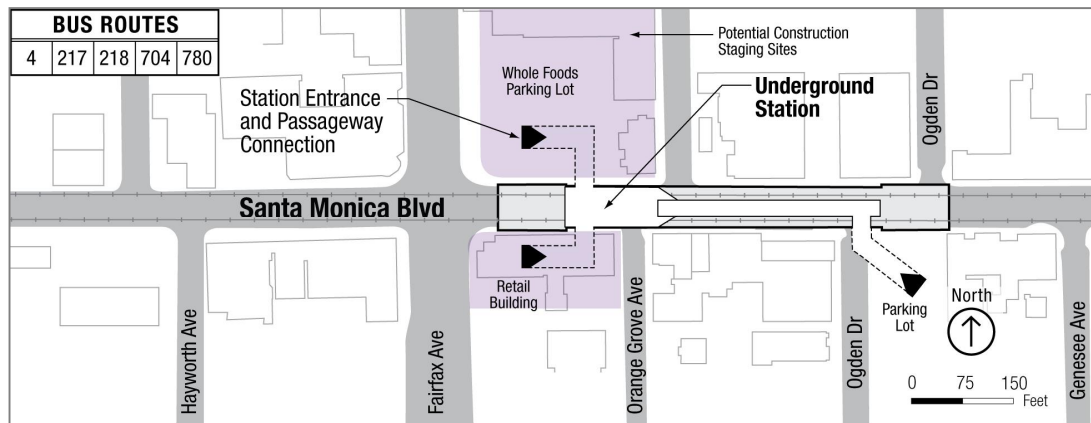


Figure 2-53. Santa Monica/Fairfax Station

Santa Monica/San Vicente Station

This station would be under Santa Monica Boulevard and would extend from just west of Hancock Avenue on the west to just east of Westmount Drive on the east (Figure 2-54). The two potential station entrances are on the northeast corner of the Santa Monica/Hancock Avenue intersection and on the south side of Santa Monica Boulevard, west of Huntley Drive, on Metro property. Crossover tracks are located west of the station under Santa Monica Boulevard between Westbourne Drive and Westmount Drive. A potential construction site is proposed on the south side of Santa Monica Boulevard at the west end of the station on Metro property.

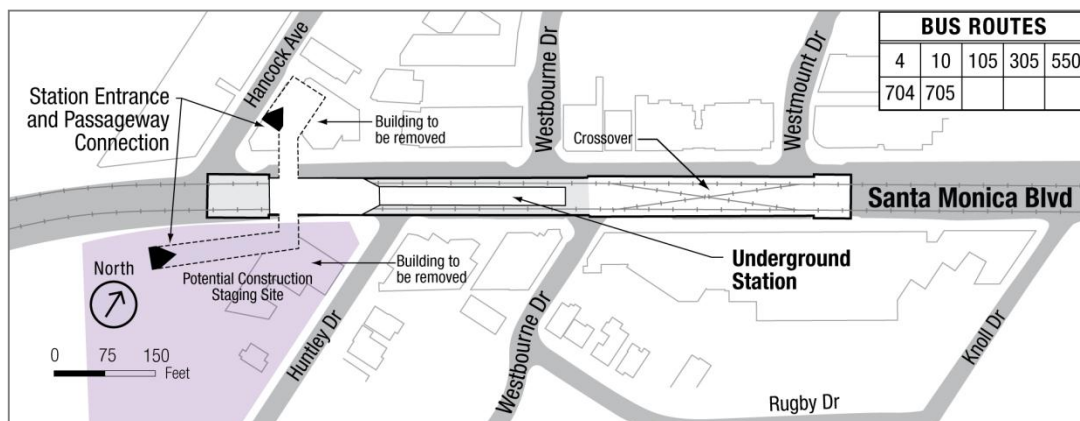


Figure 2-54. Santa Monica/San Vicente Station

Beverly Center Area Station

This station would be under San Vicente Boulevard, extending from just south of Gracie Allen Drive to south of Third Street (Figure 2-55). The three potential station entrances are on the south side of Third Street, mid-block between San Vicente and La Cienega Boulevards; on the northeast corner of the San Vicente Boulevard/Third Street intersection, in the Beverly Center Shopping Center; and on the northwest corner of San Vicente Boulevard and 3rd Street. A potential construction site is proposed on the south side of 3rd Street, between San Vicente and La Cienega Boulevards.

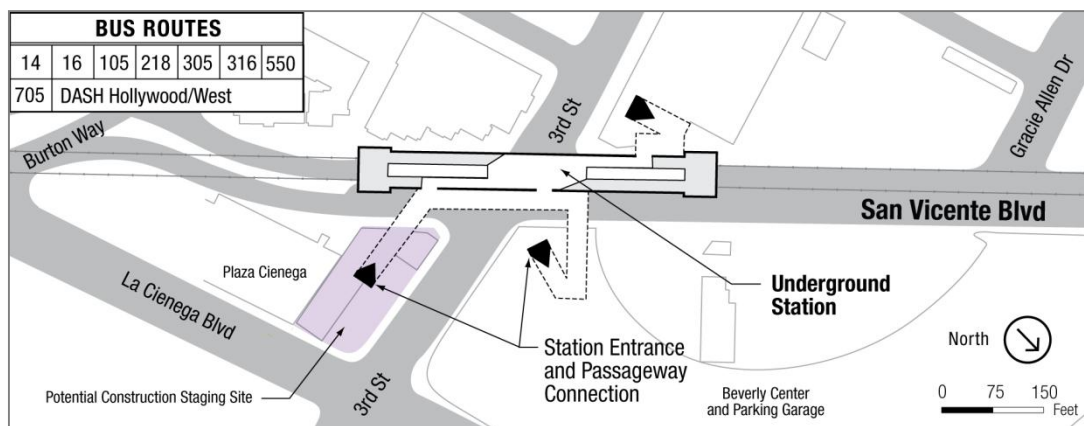


Figure 2-55. Beverly Center Area Station

2.7 Other Components of the Build Alternatives

This section describes other components of the Build Alternatives that are assumed in the analysis of project costs and impacts.

2.7.1 Traction Power Substations

Traction power substations (TPSS) are required to provide traction power for the HRT system. Substations would be located in the station box or in the crossover box and would be located in a room that is about 50 feet by 100 feet in a below grade structure. Table 2-5 identifies the locations of the substations.